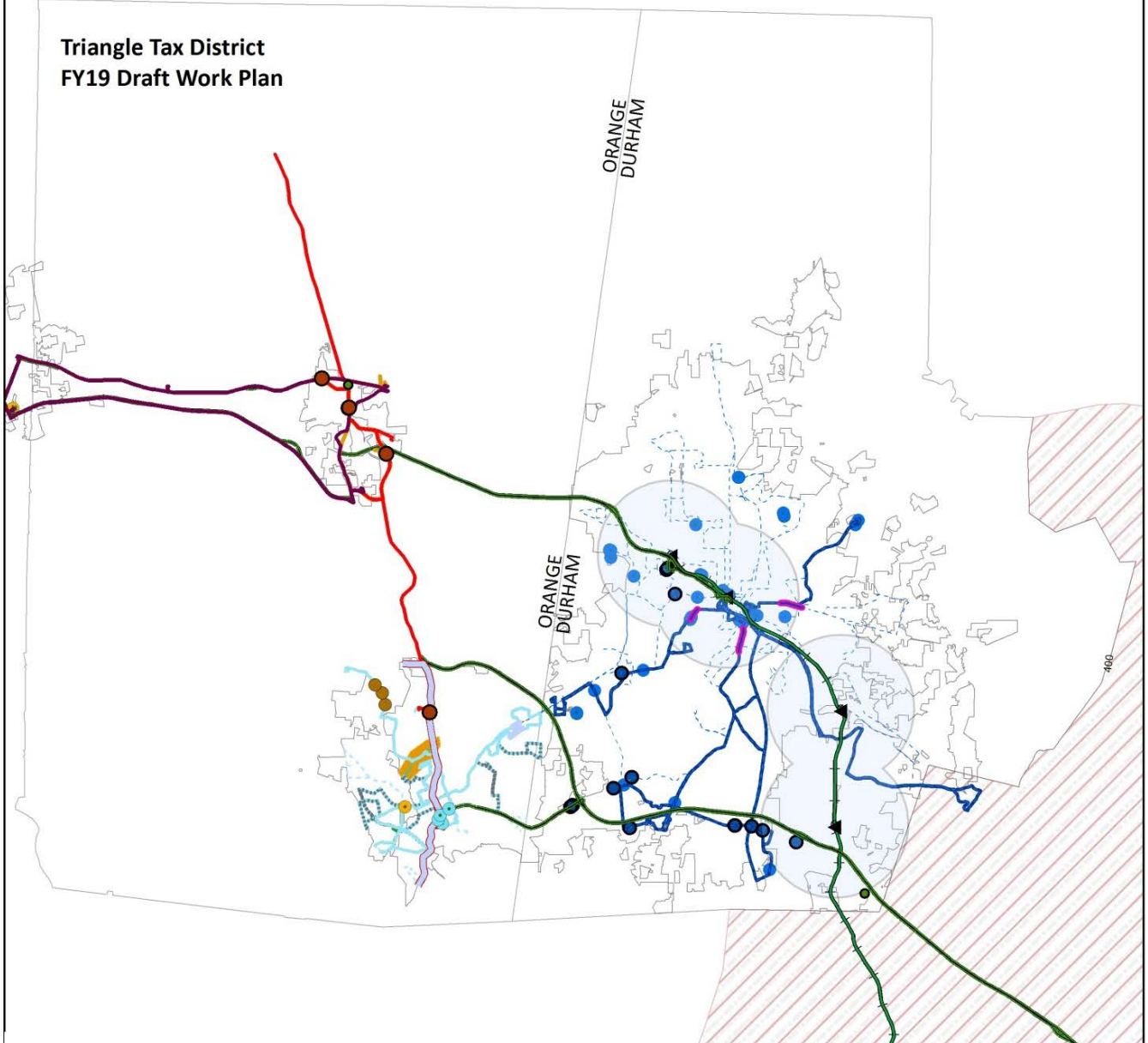


**Triangle Tax District
FY19 Draft Work Plan**



Transit Service

- Sundays, Holidays
- 15
- 3
- 5
- 10
- 10A
- 10B
- 12
- 14
- 400
- 405
- 800
- 805
- CRX
- ODX
- DRX
- 700
- Hillsborough Circulator
- Hillsborough-CH Midday
- Orange Alamance Connector
- CHT All
- CM, CW,FG, JN-Saturday
- A; D; F; G; HS; J; V

Capital Improvements

- Bus Stops
- Transit Emphasis Corridor
- Sidewalk Gaps
- Chapel Hill NS BRT
- Morgan Creek Greenway
- Estes Bike Ped
- So Greensboro Sidewak
- Park and Rides
- Durham Wake Rail - MIS

Vehicle Purchases are not mapped

1 in = 4 miles

The Triangle Tax District and FY 2019 Work Plan:

The Triangle Tax District manages the funds of the combined Durham and Orange 2017 Transit Plans.

These plans, adopted in April 2017, provide dedicated funding for transit in the two counties, including supporting the Durham Orange Light Rail (DOLRT). This local funding, that crosses municipal and county lines, supports seamless mobility among Durham, Orange, and Wake County, and also support areas in Alamance and Chatham Counties.

Tax District Funds are generated from a ½ cent sales tax, two vehicle registration fees, and rental tax. The two counties track revenues received and allocate funds separately within the Tax District fund. The Tax District has collected revenues since 2013, and has allocated funding since 2014. From July 2013 to June 2018, an estimated \$18.3 million of Tax District revenues will have been spent towards transit service in Durham and Orange. This service includes providing greater frequency and more hours on most routes and creating new routes to serve growth. These funds support providers' rising costs of continuing services. Transit facilities receive funds to improve bus stops and shelters, park and rides, and train stations. Long-range planning, design, and engineering funds are in place to support the future transit infrastructure, including the Hillsborough Train Station, a Bus Rapid Transit in Chapel Hill (the NSBRT), and study of the demand for passenger rail in Durham, part of the Durham-Wake Commuter Rail, or the Major Investment Study (MIS). And Transit Plan funds are there to support the system long-term health, providing money to replace an aging fleet, and grow it, to support the growing number of service hours. These investments make the Durham and Orange Counties better places to move around, support equitable access for people no matter where they live or their income level, and support the future of the region. These connections are to our universities, new housing, major employment centers. The investments are modern – they incorporate standards for ADA access and Complete Streets, and with Wifi capacity, our buses bring information access to the systems riders.

The FY 2019 Work Plan includes the projects underway or to be started after July 2018.

This Work Plan document provides detailed project information in the Project Requests, found at the end of this Work Plan. The Work Plans support the understanding of the financial commitments of the Tax District in the current year, and prior year financial commitments that are available to support FY 2019 activity. . The exception is the DOLRT, which is reported only as a summary,

The Work Plan is a product of the Transit Plans technical committee, or the Staff Working Group. (SWG). Administrative support for the development of the Work Plan is from the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO).

On the following page you will find a summary of the Durham and Orange FY 2019 Transit Plan activity at the Tax District level.



Durham Transit Plan 2017



Orange Transit Plan 2017



Durham County Transit Plan activity + Orange County Transit Plan =

Triangle Tax District Fund and Special Tax District

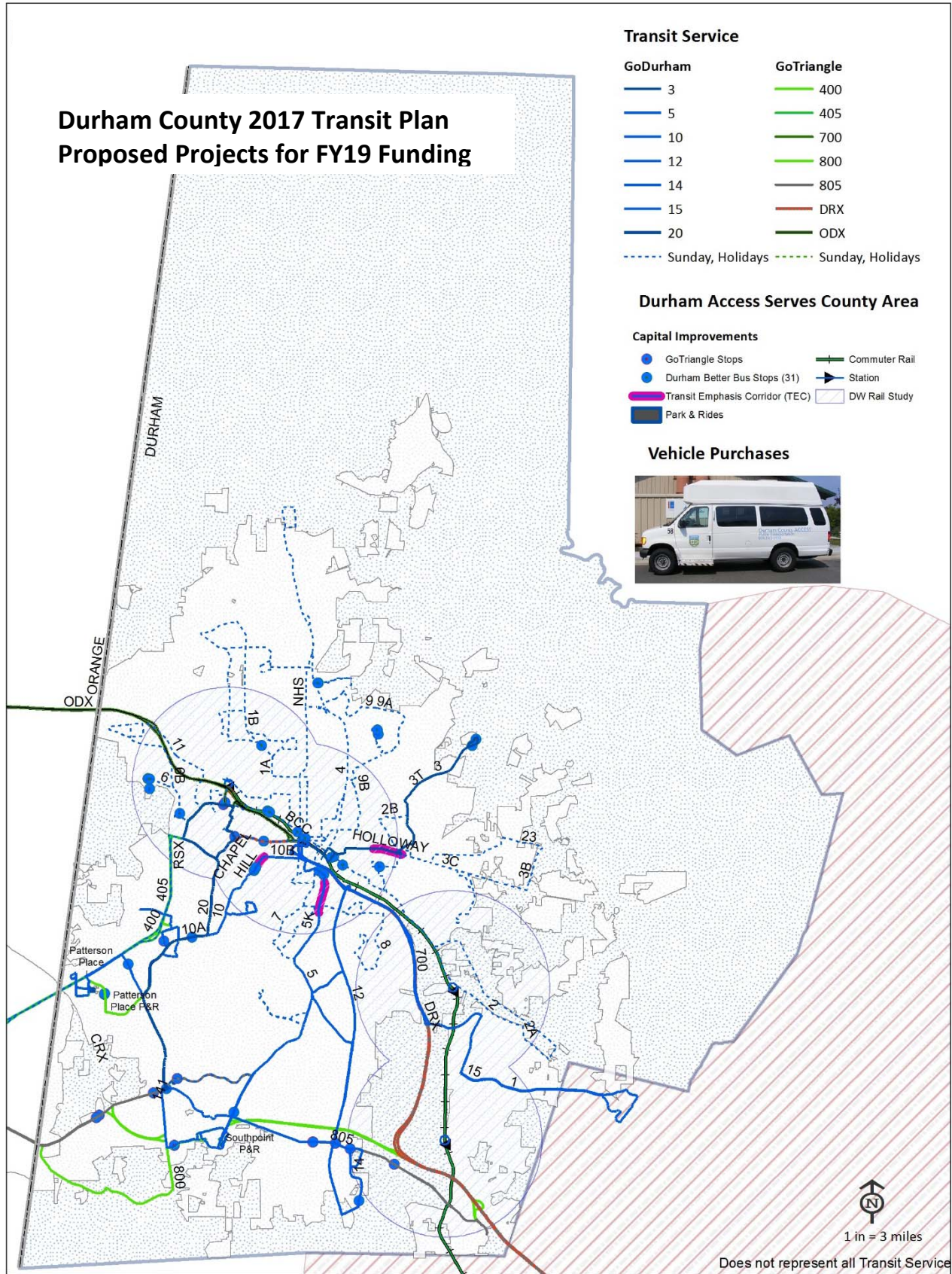
Revenues	FY 2019		
	Orange	Durham	Proposed
\$7 Vehicle registration tax	\$ 851,035	\$ 1,701,600	\$ 2,552,635
\$3 Vehicle registration tax	364,752	729,218	1,093,970
1/2 Cent Sales Tax	7,400,189	30,664,248	38,064,437
Vehicle Rental Tax	637,012	1,305,694	1,942,706
Farebox	148,564	555,628	704,192
Federal Transit Administration:TOD Pilot Program	60,075	272,006	332,081
Federal Transit Administration:Transit Svcs			-
State Grant Revenue	111,660		111,660
Investment Earnings/Unrealized Gain (Loss)			-
Total revenue			44,801,682
Expenditure by Program			
Transit Services	3,466,656	4,455,024	7,988,533
Capital	1,330,513	1,977,445	3,141,291
Hillsborough Park & Ride	116,000		116,000
NSBRT	1,531,250		1,531,250
DOLRT	15,040,500	66,259,500	81,300,000
Total FY19 Work Plan	42,898,681	145,255,467	94,077,074
Net Activity to Tax District Fund			\$(49,275,392.15)

Expenditures by Tax District Treatment

Operating transfer to Transit Partners	2,751,552	3,113,087	5,584,824
Capital transfer to Transit Partners	2,796,363	277,783	3,074,146
Operating transfer to DCHC MPO	26,850	26,850	53,700
Operating transfer to GoTriangle Regional Services*	-	204,167	204,167
Operating transfer to GoTriangle Bus Fund	868,254	1,277,587	2,145,842
Capital transfer to GoTriangle Capital Group	131,400	1,482,995	1,614,395
Operating transfer to GoTriangle IT Group	50,000	50,000	100,000
DOLRT expenditures at GoTriangle	15,040,500	66,259,500	81,300,000
Total FY19 Work Plan	21,449,340	72,627,733	94,077,074

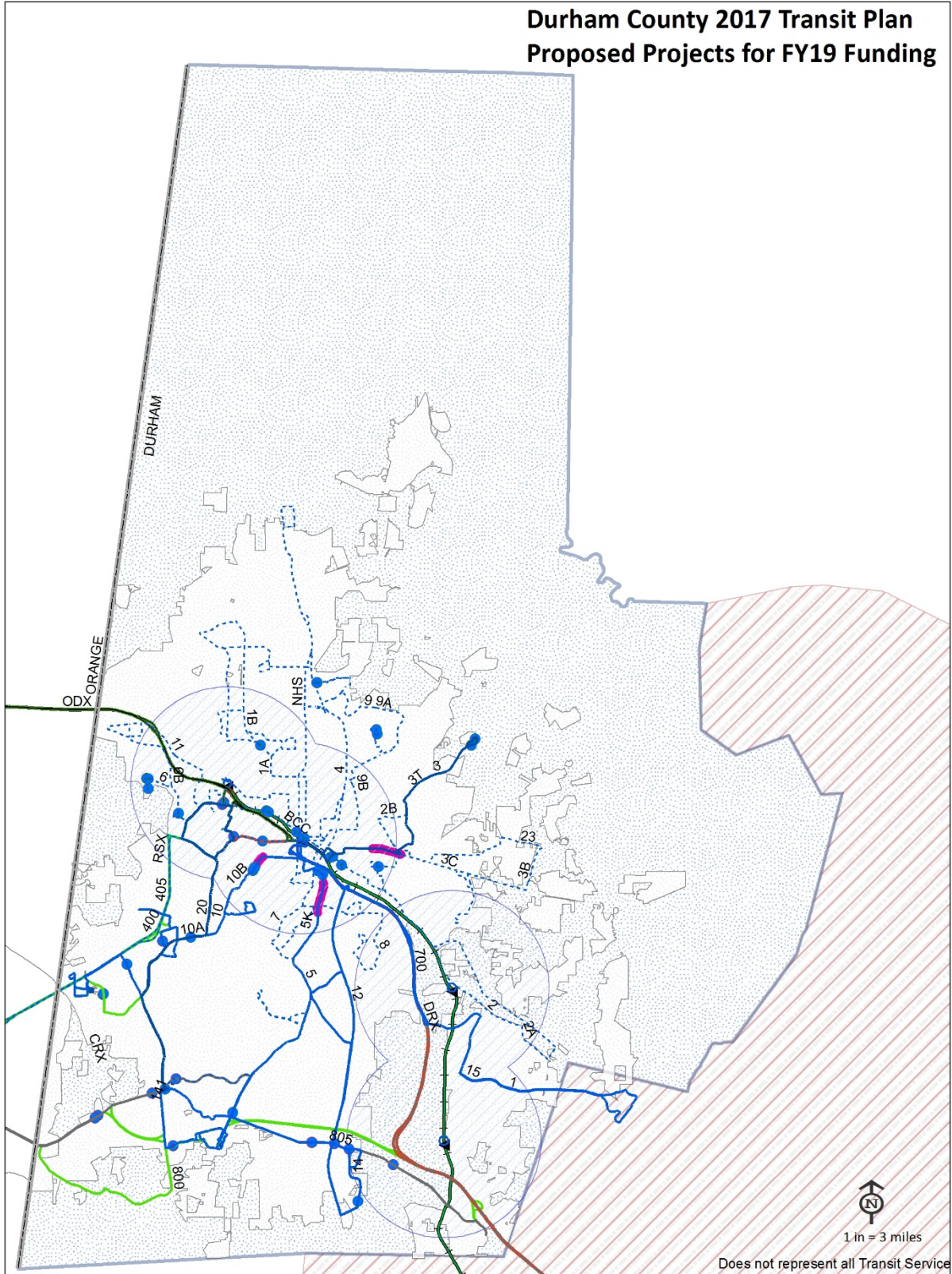
Operating transfer to GoTriangle Regional Services for Surveys + Major Investment Study

Draft Work Plan – May 2018



Funded with Sales Tax, Vehicle Registration Fees and Rental Tax.
Some Projects receive other Funds, such as City of Durham General Funds.

**Durham County 2017 Transit Plan
Proposed Projects for FY19 Funding**



Funded with Sales Tax, Vehicle Registration Fees and Rental Tax.
Some Projects receive other Funds, such as City of Durham General Funds.

Draft Work Plan – May 2018

Summary:

In FY 2019, requests for Durham County’s Tax District Funding were submitted to support existing transit services, including rising costs for services, and enhancements in service to meet demand for transit, particularly by expanding hours of service. GoDurham has increased its Sunday and Holiday Service, including expanding its New Year’s Eve up until midnight (from 7pm). GoTriangle has added holiday and Sunday hours, and is requesting additional hours for its express from Durham to Raleigh, the #DRX. Tax District Funds have been requested for capital investments, such as Durham County Access’s request for funds to improve its fleet, by purchasing new and rehabilitating its existing existing vehicles. GoTriangle and the City of Durham will make improvements at bus stops and other transit enhancements at 48 stops and along three Transit Emphasis Corridors (TECs), where transit frequency and transit use are high.

A summary of the requests can be found below. The Project Requests, as submitted to the Staff Working Group, are also included as an attachment.

Durham Draft Work Plan: Summary of Proposed Projects			
Transit Services	FY 2019	FY18	Y to Y Change
GoDurham	\$2,906,087	\$2,366,632	23%
GoTriangle	1,277,587	1,042,395	23%
Durham Access - 1	207,000	447,000	-54%
Transit O & M (Admin)	64,350	124,500	-47%
Total - 2	\$4,455,024	\$3,980,527	11%

Capital	FY 2019	FY18	Y to Y Change
Vehicle Purchases - 3	\$191,333	\$3,791,000	*
Bus Stops, Park & Rides, TEC	1,569,445	1,113,958	41%
ERP System at GoTriangle	50,000	-	-
Commuter/Passenger Rail Study - 4	166,667	TBD	-
	\$1,977,445	\$5,588,291	-66%

Total Requests (before DOLRT) - 5	\$6,432,469	\$9,568,818	-33%
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1. Durham Access used FY18 Vehicle Purchase Funds to increase Transit Services funds available.
 2. Total Funding for Transit Services in FY18 was \$4,147,959 (Durham Transit Plan Cash Flow), though not all available funds were programmed during FY18. The resulting “carryover” balances will FY 2019 requests above the FY 2019 Total Funding for Transit Services.
 3. During the FY18 year GoDurham received funding for 6 buses. The FY18 Budget amended Vehicle Purchases for GoDurham to cover all costs in FY18. They do not plan to ask for additional Transit Plan funding until later years . During the FY18 year GoTriangle bought 2 buses for the Durham portion of the Tax District, budgeted at \$945,000.
- * Year to Year Change for Vehicle Purchases is not a useful metric.
4. A major investment study (MIS) for commuter rail (CRT) and bus rapid transit (BRT) began in FY18. This work, done in collaboration with Wake County, will continue into FY 2019. The FY18 Budget and Work Plan included a total project funding amount of \$850,000. Unspent funding will cover the FY 2019 work, estimated at 166,667, and includes a study of rail traffic control.
 5. A Summary Funding Request for the Durham Orange Light Rail (DOLRT) is included. More information about the DOLRT FY 2019 activities is available at ourtransitfuture.com

Draft Work Plan – May 2018

Carryover Balances:

The Orange Transit Plan, and its predecessor, the Bus and Rail Investment Plan, developed a funding schedule to control expenditure amounts available per year by agency (or sponsor). These expenditure limits are to protect the Transit Plan balances over the life of the plan. During the years 2014 to 2017, many sponsors were not able to use the available cash flow at the level planned. This has created “carryover balances” or additional funds available in FY 2019 for transit needs. These balances are being utilized to provide additional service or make additional, one-time, capital investments in the FY 2019 Work Plan.

Overview of the Development of FY 2019 Work Plan:

The FY 2019 Work Plan was developed through the technical committee of the Orange Transit Plan, the Staff Working Group (SWG). Project Sponsors submitted Project Requests for projects for SWG review. SWG has considered how the allocations align to the Durham Transit Plan, Plan goals, current needs. The SWG process has included approval of previous years carryover balances for FY 2019 activity.

Staff Working Group and Development of Work Plan

Oct to Dec 2017	Jan to Feb 2018	Mar-May 2018	May 2018	May 2018	May 2018	June 2018
Call For Projects	Call Extension	Revisions	Draft Work Plan	Public Comment	Board Review	Adoption

Draft Work Plan – May 2018

Transit Service

Durham's transit providers connect residents to school and to work, in Durham and the Triangle Region. These transit services create access to existing passenger rail service at Durham's Amtrak station, and to air connections at Raleigh-Durham's International Airport.

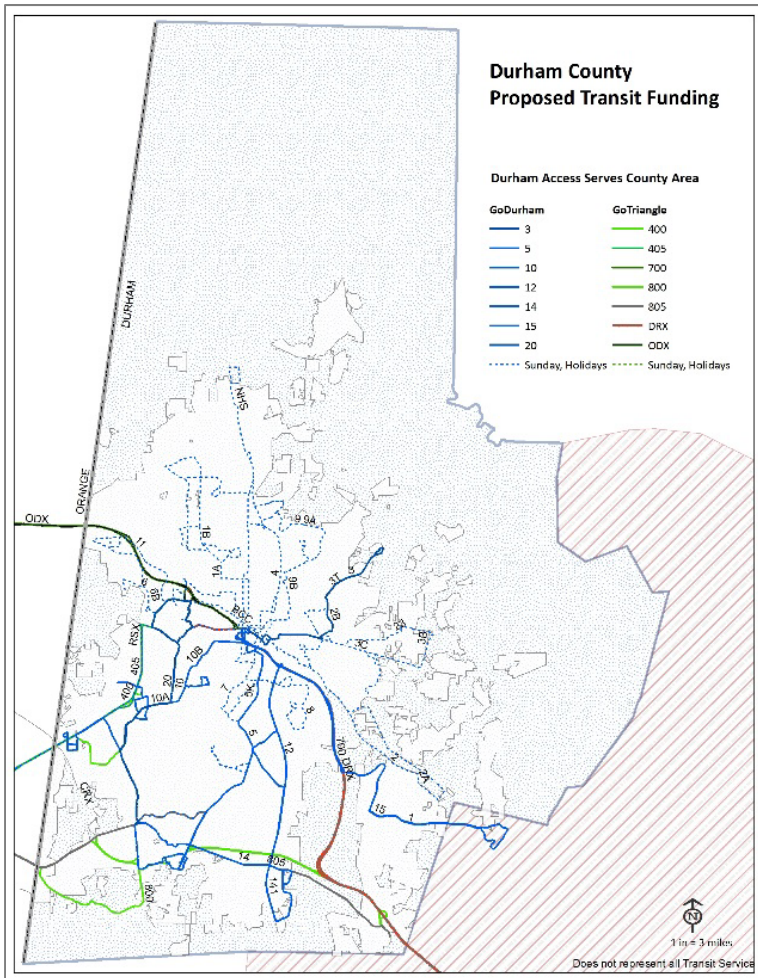
GoDurham, GoTriangle and Durham Access provide complimentary service. GoDurham serves the City of Durham area, and is the 2nd largest service provider in the state of North Carolina. GoTriangle's regional service connects Durham to neighboring Orange and Wake Counties, including service to and the Research Triangle Park (RTP). Durham County Access meets the paratransit needs of residents who live in the County of Durham, providing a demand response service.

In FY 2019, all operators are struggling to meet the demand with funding available. Durham Access has seen a 41 percent increase in requests, helping the community reach medical appointments, employment and routine shopping. GoDurham's ridership remains high, but with new free services to students, has less farebox revenue to cover rising operating costs. GoTriangle's planning efforts are focusing on increasing services where there is known demand, particularly in the Durham-Raleigh corridor (#DRX).



Draft Work Plan – May 2018

Transit Service Requests = \$4,455,024



GoDurham	
#3	64,236
#5	554,450
#10	378,806
#12-14	263,215
#15	319,254
#20	291,803
Sunday Service	167,782
New Year's Eve	7,360
Increasing Costs of Existing Service	859,182
	\$2,906,087

GoTriangle,	
#800 Off Peak	256,841
#400	280,402
#800 Add Peak	112,545
#700	272,670
#DRX-Add Peak	48,495
#DRX-Add Frequency*	119,612
#ODX	123,891
All - Sunday	26,390
All - Holidays	7,095
All - Paratransit	29,646
	\$1,277,587

Durham Access	
Purchase of Service	187,000
Pilot of Paratransit	
Alternative Service	20,000
	\$207,000

Transit Services requests include funding for Transit Support or Operations and Maintenance (O&M):

Transit Surveys by GoTriangle	\$37,500
SWG Admin .25 FTE at the DCHC MPO	\$26,850

Draft Work Plan – May 2018

Capital:

Capital improvements, including new bus purchases, are led by agencies throughout the County, including the City's Department of Transportation. FY 2019 work will enhance the transit experience, by improving existing stops with shelters and seating, and creating transit emphasis corridors (TECs). These will also address sidewalk gaps and focus on improved pedestrian and bike facilities in high use transit areas. New vehicles will be purchased, and existing vehicles maintained and rebranded. Though not included in the FY 2019 Plan, GoDurham recently purchased 12 buses, using Durham Transit Plan funds as a 50% match.

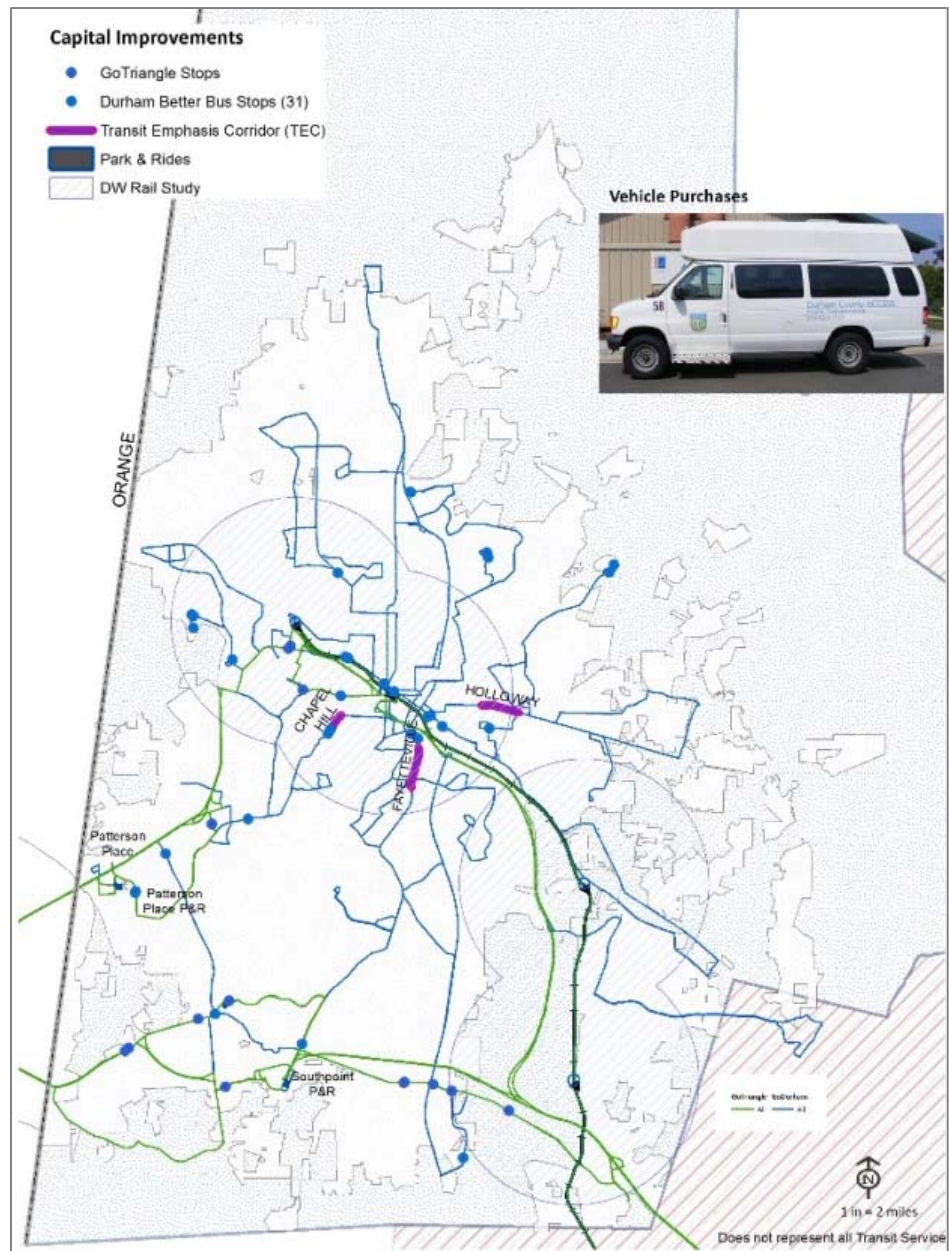


Capital Requests =



\$1,760,778

Capital includes Vehicle Purchases, Bus Stops, Park & Rides and Transit Emphasis Corridors (TECs)



Funded with Sales Tax, Vehicle Registration Fees and Rental Tax.
Some Projects receive other Funds, such as City of Durham General Funds.

Draft Work Plan – May 2018

Capital	Prior Year Funding	FY 2019 Request	FY 2019 Available Funding
Capital – Vehicle Purchases			
Durham Access*			
2-3 Vans	-	191,333	191,333
GoDurham**			
Vehicles	TBD	-	TBD
	TBD	191,333	191,333
Capital – Bus Stops, Park&Rides, TECs			
GoTriangle			
Holloway TEC	-	250,000	250,000
Fayetteville TEC	-	117,500	117,500
31 Bus Stops (Better Bus Stops, p1)	-	633,495	633,495
Southpoint P&R		-	-
Patterson Place Improvements	-	183,000	183,000
Patterson Place P&R	-	18,000	18,000
15 GoTriangle Stops	-	102,000	102,000
		1,482,995	1,482,995
City of Durham			
Chapel Hill Street TEC	-	86,450	86,450
Sub-total- Bus, P&Rs, TECs		1,569,445	1,569,445
Capital - Total	TBD	1,760,778	1,760,778
<p>* Durham Access transferred FY 2018 Vehicle Purchase funding to Operating. This was approved by the SWG in February, 2018, and the Budget was amended by the GoTriangle Board on February 21, 2018</p> <p>** GoDurham's FY 2018 purchase of 6 Buses was less than Transit Plan. The exact balance is under review; the amount will be available for future programming.</p>			

GoTriangle ERP- \$50,000

GoTriangle requested funding from the Tax Districts for its ERP system. This is a one-time request and the funding will draw from GoTriangle’s carryover balances. Total project cost is estimated at \$5.5 million, over 3 years, starting in FY 2019

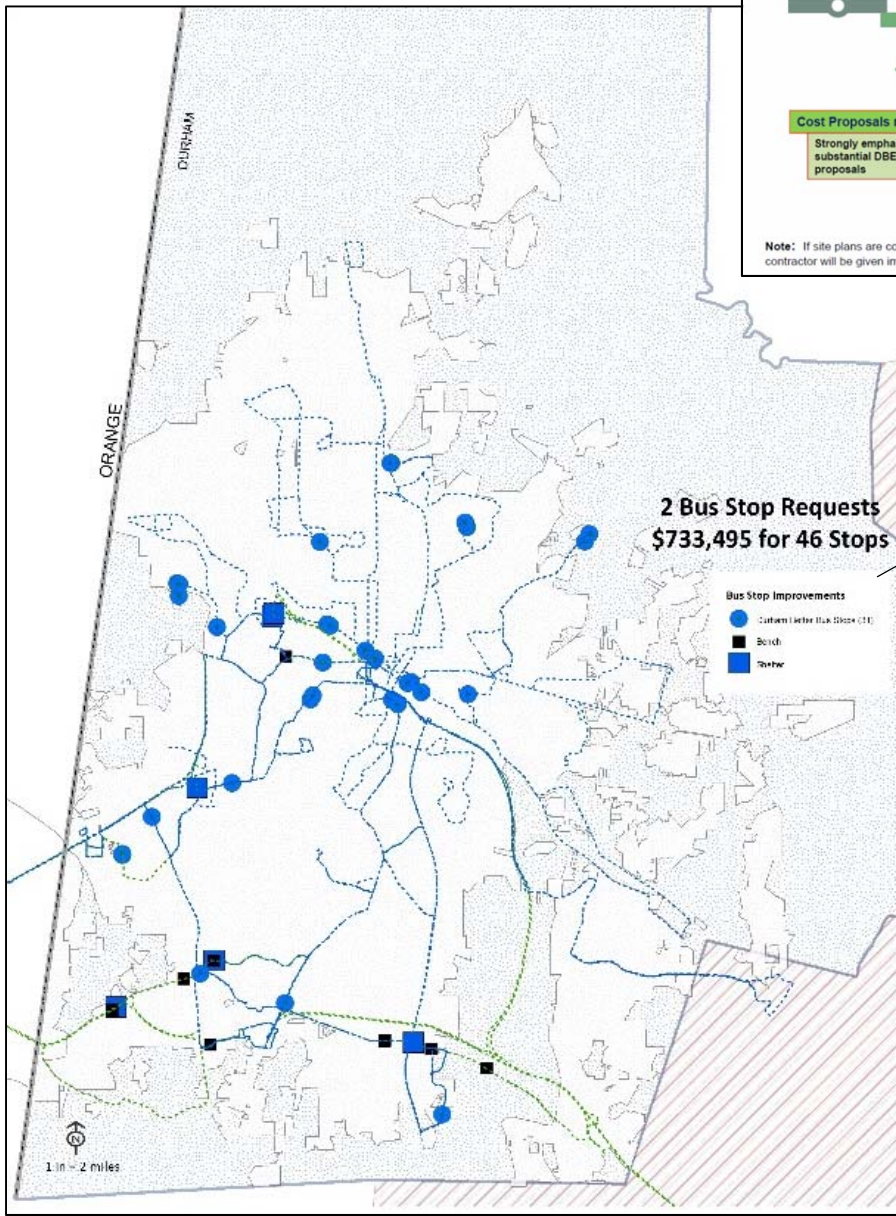
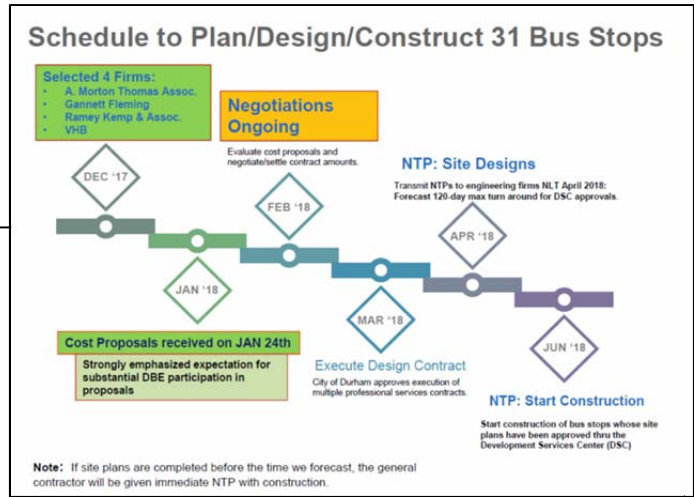
Draft Work Plan – May 2018

Capital Highlight: Bus Stops in Durham

During FY18, Durham’s Better Bus Stop Program worked on design on 31 high-use GoDurham stops. These stops will receive improved shelters and access, with the majority being constructed during the FY 2019 period. An additional 15 GoTriangle will also receive a set of improvements.

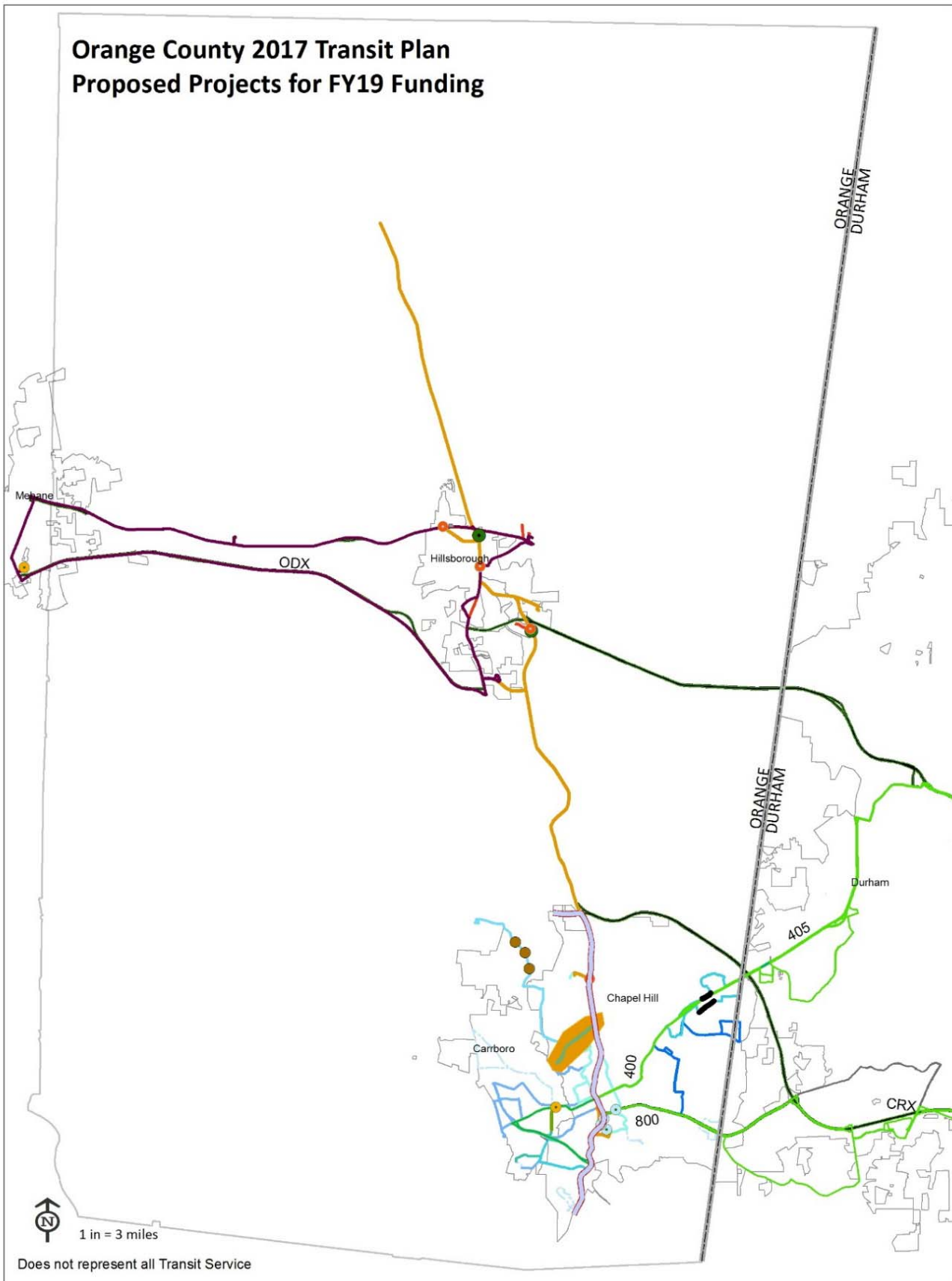
For more information about this work, visit <https://gotriangle.org/stops>.

Total funding for these 46 stops is requested at \$733,495

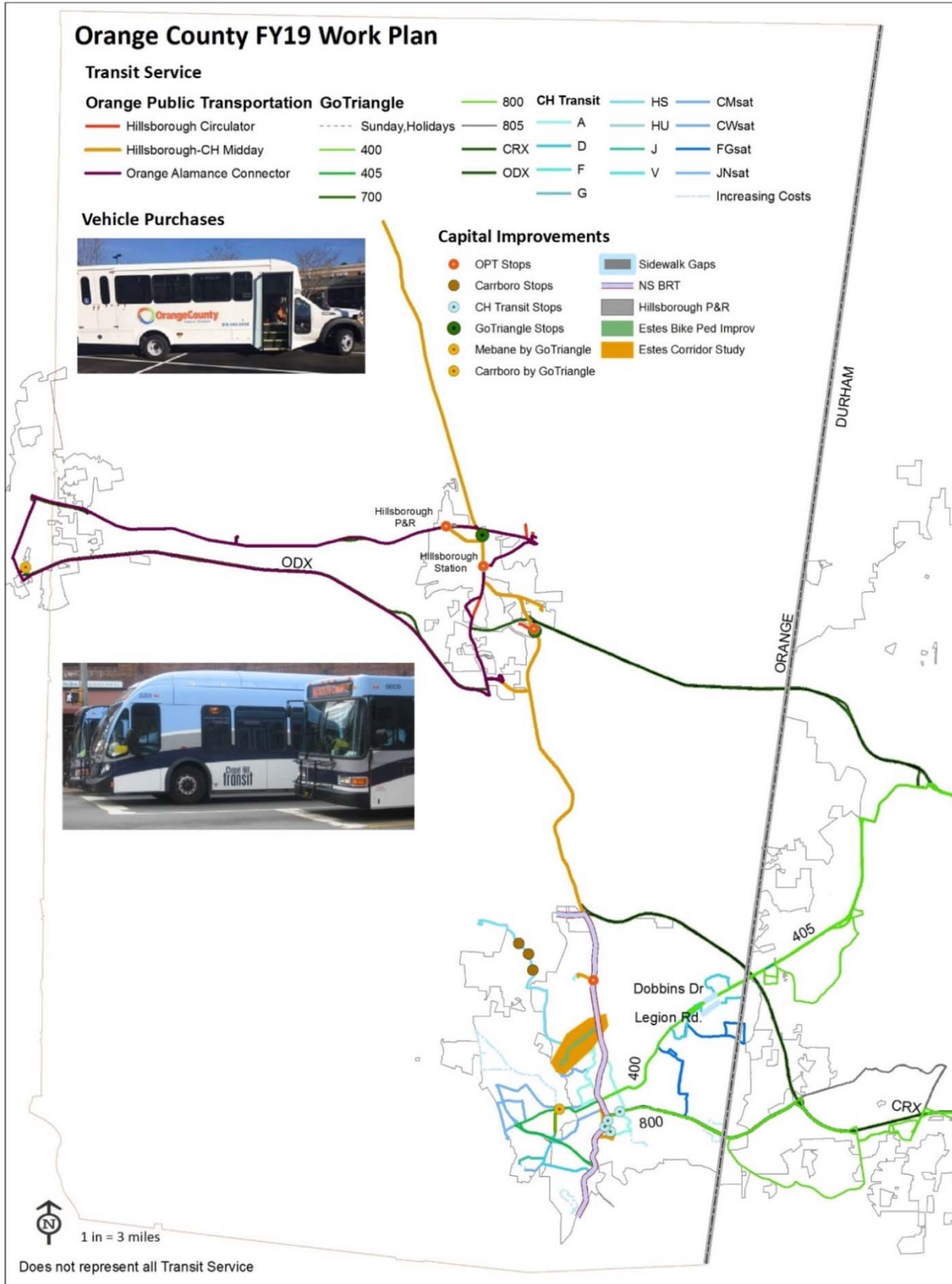


Funded with Sales Tax, Vehicle Registration Fees and Rental Tax. Some Projects receive other Funds, such as City of Durham General Funds.

Triangle Tax District – FY 2019 Work Plan



Triangle Tax District – FY 2019 Work Plan



Summary:

Triangle Tax District – FY 2019 Work Plan

In FY 2019, Project Sponsors will use Orange County’s Tax District Funding to support existing transit services, including recent expansion service, and new increases in service to meet high demand. Chapel Hill Transit will add an additional 3,100 hours, and expects to improve reliability and reduce crowding on its most popular routes. GoTriangle will add holiday and Sunday hours, as well as additional hours for its express from Chapel Hill to Raleigh, the #CRX. Orange Public Transportation (OPT) will support a new midday service between Hillsborough and Chapel Hill, to meet non-peak hour demand of the existing #420 (operated by GoTriangle). New vehicles will be placed in service in FY 2019, supporting OPT’s expansion, and providing needed replacements for Chapel Hill’s aging fleet. Chapel Hill’s North-South Bus Rapid Transit (NSBRT) currently in design/engineering phasing, has requested the FY 2019 allocation of Transit Plan funding for this project. With this request, CH Transit would be able to access up \$3.06 million of the Plan’s \$6.1 million of funding (on schedule).

A summary of the requests can be found below, and starting on page 5. The Project Requests, as submitted to the Staff Working Group, are also included, starting on page 8.

Orange Transit Plan: Proposed Projects			
Transit Services	FY 2019	FY18	Y to Y Change
CH Transit	\$2,093,778	\$1,565,500	34%
GoTriangle	868,254	792,375	10%
Orange Public Transportation	477,774	553,690	-14%
Transit O & M (Admin)	26,850	124,500	-78%
	3,466,656	3,036,065	13%
Capital	FY 2019	FY18	Y to Y Change
Vehicle Purchases ¹	\$146,731	\$3,681,731	*
Bus Stops, Park & Rides	758,556	1,368,554	-
ERP System, at GoTriangle	50,000	-	-
NSBRT	1,531,250	1,531,250	-
Hillsborough Train Station (Reprogrammed)	116,000	116,000	-
	2,486,537	6,697,535	-65%
Total Work Plan (before DOLRT)	5,953,193	9,733,600	-39%

1. During the FY 2019 year, buses ordered by Chapel Hill Transit in FY18 will be received and paid for with FY18 Carryover balance.

2. Bus Stops, Park & Ride projects in the Town of Carrboro were initiated in FY18, but the majority of expenditures will occur in FY 2019. These projects will be funded with FY18 Carryover.

*Year to Year change for capital projects only reflects funding from Tax District, and not the level of activity.

Triangle Tax District – FY 2019 Work Plan

Carryover Balances:

The Orange Transit Plan, and its predecessor, the Bus and Rail Investment Plan, included a fund schedule, which limits the expenditure amount available per year by agency (or sponsor). These expenditure limits are to protect the Transit Plan balances over the life of the plan. During the years 2014 to 2017, many sponsors were not able to use the available cash flow at the level planned. This has created “carryover balances,” or additional funds available in FY 2019 for transit needs. Carryover has been authorized for one-time capital purchases.

Overview of FY 2019 Workplan:

The FY 2019 Work Plan was developed through the technical committee of the Orange Transit Plan, the Staff Working Group (SWG). Project Sponsors submitted Project Requests for projects for SWG review. SWG has considered how the allocations align to the Orange Transit Plan, Plan goals, current needs. The SWG process has included approval of previous years carryover balances for FY 2019 activity.

Staff Working Group and Development of Workplan

Oct to Dec 2017	Jan to Feb 2018	Mar 2018	Apr 2018	Apr to May 2018	May 2018	June 2018
Call For Projects	Call Extension	Revisions	Draft Work Plan	Public Comment	Board Review	Adoption

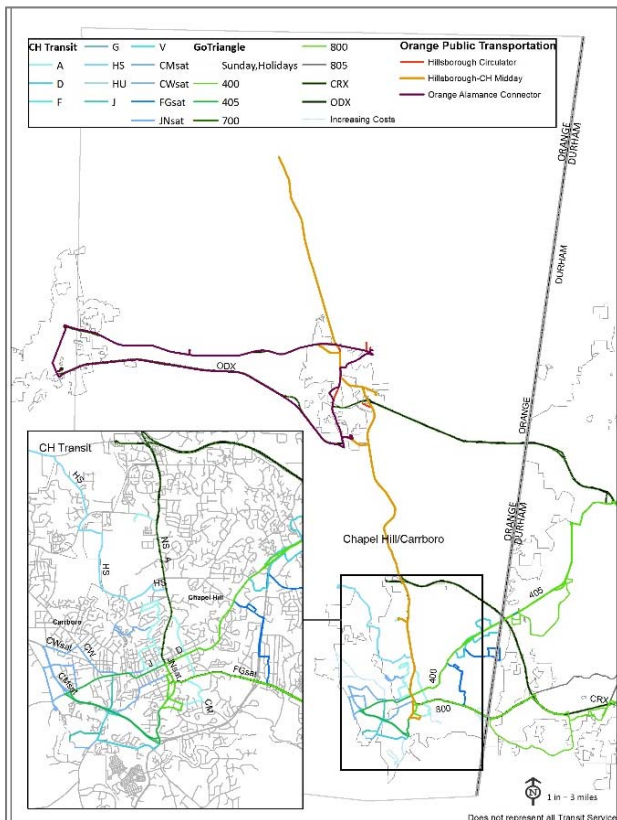
Triangle Tax District – FY 2019 Work Plan

Transit Services: Total Requests = \$ 3,466,656

Orange County’s three transit providers move a region that is rural and urban and to North Carolina’s major employment centers and schools. Orange Public Transportation connects the capital of Hillsborough to other regional towns, and provides service around the county and into Chapel Hill. Chapel Hill Transit moves UNC Chapel Hill’s students, employees and visitors. GoTriangle’s regional service connects Orange to neighboring Durham and Wake Counties, including express service to Duke and Durham, NC State and Raleigh, and frequent service to the Research Triangle Park (RTP).



In FY 2019, Tax District Funds will support almost 28,000 hours of new transit services. These routes or hours have been added since the 2013 Bus and Rail Investment Plan was adopted. Considering that many of the GoTriangle services extend into Durham and Wake, the total hours of service, and therefore the mobility and accessibility for Orange residents, is far greater. Besides additional services, Orange Tax District Funds of \$864,450 will be awarded to offset the agencies rising costs.



CH Transit	Hours of Service = 11,664	
	Existing-Expansion	976,772
	FY 2019 Expansion	339,000
	Increasing Costs of Existing Services	778,006
		<u>\$2,093,778</u>

GoTriangle	Hours of Service = 9,364	
	#800 Off Peak	256,841
	#400	280,402
	#800 Add Peak	112,545
	#ODX	123,891
	#CRX	43,691
	All - Sunday	19,764
	All - Holidays	4,730
	All - Paratransit	26,390
		<u>\$868,254</u>

OPT	Hours of Service = 6,750	
	Hillsborough Circulator, Hillsborough-CH Midday, Orange-Alamance Connector	391.390
	Increasing Costs of Existing Services	86,384
		<u>\$477,774</u>

Transit Services include funding for:

SWG Administration at .25 FTE. This position is hosted by the DCHC MPO \$26,850

Triangle Tax District – FY 2019 Work Plan

Capital: Total Requests = \$2,486,537

Capital - Vehicle Purchases - \$146,731

Service hours have expanded and require additional vehicles to provide service. In 2018, Orange Public Transportation (OPT) plans to extend midday service to Chapel Hill, as well as run the Orange-Alamance Connector and the Hillsborough Circulator. It has ordered two LTVs and secured grant funding for 90% of the purchase, and is requesting the 10% match of \$17,731. OPT is requesting funding for an additional vehicle for its Hillsborough Circulator service. They are also requesting funds to buy an automatic vehicle locator, which will improve system efficiency as well as enable customers to track vehicles live, using the web or smartphone and an app, such as TransLocRider or NextBus.



Orange Public Transportation

2 Vans	17,731
1 Hillsborough Circulator	18,000
Automatic Vehicle Locator (AVL)	111,000
	\$146,731

Chapel Hill Transit ordered buses in FY18 and the expense was budgeted in the Orange FY18 Work Plan.

Due to the lead time of approximately 18 months, buses will be received in FY 2019 and FY20. The FY18 funding (approximately \$3.6 million) will carry over to FY 2019, and support the purchase of up to 8 buses.

April 25th, 2018 Announcement



Triangle Tax District – FY 2019 Work Plan

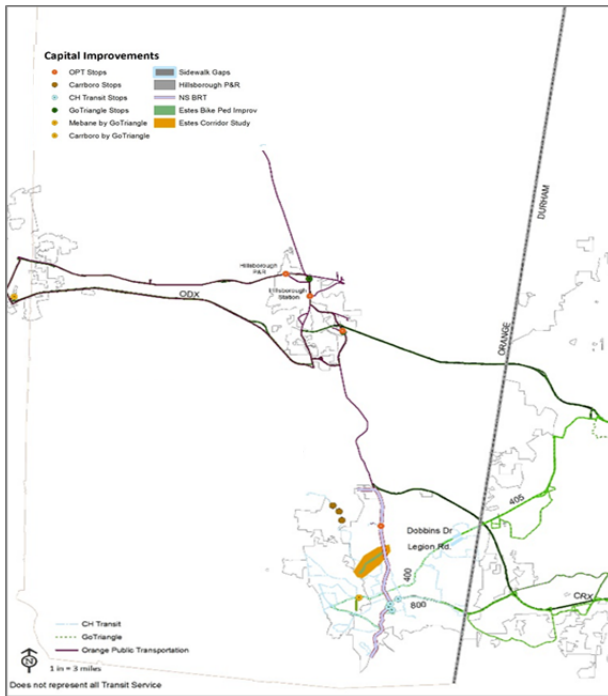
Capital Projects – Total \$3,789,911

Many of the Capital Projects in the FY 2019 Work Plan have had funding authorized previously. FY 2019 Work Plan only programs current year funding, but the FY 2019 Budget adopted at GoTriangle, will include carryover balances, making funding available for the projects as needed, and “carrying over” funds from FY 2018 to FY 2019.

Capital Carryover	Prior Year Funding	FY 2019 Request	FY 2019 Available Funding
Capital – Vehicle Purchases			
Chapel Hill Transit - 1			
6-8 Buses	3,664,000	-	3,664,000
			-
Capital – Bus Stops, Park&Rides, TECs			
Carrboro			
Rogers Road Stops	31,890	-	31,890
Estes Drive - Study	106,296	-	106,296
Estes Drive - Bike/Ped Improvements	74,406	-	74,406
Morgan Creek Greenway	199,837	-	199,837
		-	-
CH Transit			
NSBRT - Design/Engineering – 2	1,531,250	1,531,250	3,062,500
5 Stops for ADA		140,000	140,000
Manning Stop		30,000	30,000
			-
Hillsborough/NCDOT/NCRR			
Train Station	116,000	-	116,000
			-
GoTriangle			
Hillsborough Park & Ride - 3	-	80,000	80,000
Carrboro Stop	25,500	500	26,000
Mebane Stop	14,200	2,900	17,100
Stop Shelter Design (with Orange)		48,000	48,000
			-
Orange County/Orange County Public Transit			
5 Bus Stop Shelters (with GoTriangle)	-	124,972	124,972
			-
Orange County/Orange County Public Transit			
Dobbins Rd. Sidewalk Gaps		162,615	162,615
Legion Rd. Sidewalk Gaps	-	169,569	169,569
			-
Capital - Total	5,763,379	2,289,806	8,053,185
<p>1 * CH Transit began receiving buses in FY 2018, but several are expected in FY 2019</p> <p>2 NSBRT project information is available at http://nscstudy.org/</p> <p>3 Hillsborough Park & Ride will receive some state funding for planning</p>			

Triangle Tax District – FY 2019 Work Plan

Bus Stops and Park and Rides:



Multiple bus stop projects are underway and included in the FY 2019 Work Plan.

Carrboro will be improving 2 stops along Rogers Road, Orange County and Orange Public Transit plan to add 5 shelters to stops, and Chapel Hill Transit will be improving 5 stops in their service area, including at UNC-Chapel Hill. GoTriangle is also improving stops in the Town of Carrboro, Mebane, in the Town of Chapel Hill, and at UNC-Chapel Hill. GoTriangle will also be making improvements to the Hillsborough Park and Ride. In FY 2019 the majority of the work will be in planning and design.

Hillsborough Train Station:

The timing of the Hillsborough Station work is determined by NCDOT (project manager) with NC Railroad (NCR). Per Margaret Hauth, the Town of Hillsborough is ready to begin work. This project will be budgeted in FY 2019 for \$116,000 of local match.

GoTriangle ERP- \$50,000

GoTriangle requested funding from the Tax Districts for its ERP system. This is a one-time request and the funding will draw from GoTriangle's carryover balances. Total project cost is estimated at \$5.5 million, over 3 years, starting in FY 2019.